

Mayors concerned about canyon truck traffic

By JULIE WALKER
Herald Staff Writer

Provo and Orem mayors agree the interests of both cities would be protected by restricting truck traffic in Provo Canyon.

And, at an informal meeting last week, they decided to study alternatives to transferring the location of U.S. Highway 189 from University Avenue to Orem's 800 North.

"It doesn't appear to me that you solve a problem simply by moving it somewhere else," said Provo Mayor Joe Jenkins of transferring the location of U.S. 189.

While a clear point of agreement between the cities is restricting truck traffic, officials from the Utah Department of

Transportation say doing so will require a tough fight with the federal government and with truck lobbying groups.

"Trucks pay the same road taxes as anyone else does; they have the same entitlements," said Dan Nelson, UDOT's District 6 supervisor.

"You can't just start restricting traffic indiscriminantly. You've got to have some pretty good reasons."

UDOT had petitioned, at the request of Provo, to change the location of U.S. 189 but then withdrew the petition because of strong opposition from Orem.

Justification for the change was eliminating traffic congestion in the city center to improve air quality. Citizens are

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also concerned about truck traffic in a residential area and near schools.

Orem opposes increased truck traffic on 800 North because it runs through residential areas and will add to an already heavy and hazardous traffic flow. There are also three Orem schools located very close to 800 North.

Nelson said moving the truck traffic will probably transfer air quality problems as well.

Trucks themselves do not emit carbon monoxide, Provo's specific attainment problem, but they slow traffic on University, creating greater emissions from other vehicles.

Nelson said air quality probably isn't a sufficient reason to restrict truck traffic, since the trucks don't actually emit carbon monoxide. But he said canyon safety could provide a stronger basis for a change.

To place restrictions on truck traffic in Provo Canyon,

the cities must show reason for the change and also prove there is a reasonable alternative route.

If all truck traffic was prohibited from using the canyon road, the two cities would be "cutting their own throats," Nelson said, because much of the truck traffic in Provo Canyon serves the local area.

A UDOT study last summer showed that truck traffic accounts for about 4 percent of total canyon traffic. Overall, 67 percent of the vehicles using the canyon were classified as "destination" traffic while 33 percent qualified as "through traffic."

The data, gathered last July, also shows that truck traffic will probably increase through Provo Canyon once construc-

tion is completed. Of more than 500 truck drivers surveyed at the point of entry, 49 (or 7.8 percent) now take Provo Canyon over Parley's Canyon and 80 (or 12 percent) would take Provo Canyon if it wasn't under construction.

About 116 trucks or 18.5 percent of the total truck traffic, said they will take Provo Canyon's new four lane highway when it is completed.

Nelson said he doesn't think the new highway will make the canyon a "truck magnet" because the grades will be steeper. The main reason truck drivers take the road now is because the grades are steeper and longer in Parley's and some have insurance policies that restrict them from taking such steep grades.

5 June 1988

Orem Police Stop Wild Canyon Driver

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RECKLESS — Orem police had to force an 18-year-old motorist over Wednesday about 6:30 p.m. after other motorists in Provo Canyon complained to the Utah Highway Patrol they had been forced off the road by his reckless driving.

UHP requested that Orem stop the motorist because he had left the canyon and entered Orem City. An Orem patrolman located the motorist and tried to get him to pull over with flashing red lights.

After the motorist continued to drive, the patrolman forced the driver over. The 18-year-old Orem suspect was arrested for driving under the influence of alcohol.

EXPLOSIONS — Provo police are offering a \$1,000 reward for the arrest and conviction of those responsible for recent pipe bomb explosions. The latest explosions ripped through two vehicles Wednesday morning.

One explosion caused an estimated \$500 damage to a 1977 Jeep that was parked at 510 N. 100 E. in Provo. A 1974 Custom Ford pickup truck parked at 274 E. 700 N. in Provo also fell victim to a pipe bomb explosion around 3:10 a.m. Wednesday.

Damage was estimated at \$700. Police sources said the bombings are extremely serious and said that someone could be killed by one of the bombs if they happen to be near the explosions when they are triggered. They also fear suspects who are placing the bombs or others nearby could also be killed while the bombs are being constructed, transported or placed.

not reported until Wednesday.

- A Bobcat radio scanner and a radio receiver was reported stolen Wednesday from 1423 N. 1400 W. in Provo. The stolen items were valued at \$250.



Hikers find body in canyon

6 Sep 88 By TOM WALTON
Herald Staff Writer

The remains of a 31-year-old Provo man were discovered one mile north of Rock Canyon Monday by three hikers, a Utah County Sheriff's detective said.

The body of Thomas Grover, 31, was found in a smaller side canyon. Grover apparently had fallen to his death as much as one week ago, said Sgt. Jim Tracy.

No foul play is suspected, he said.

Grover was single and lived alone, so he was never reported missing, Tracy said. He was last seen on "Aug. 29 or Aug. 30."

"He had indicated he was going to move. People thought he already had, and he was just going to come back and pick up his belongings later," Tracy said.

He indicated Grover had attended Brigham Young University during the summer quarter, but he was not registered for fall semester.

Grover had parked his car at the mouth of Rock Canyon and had "hiked in a good distance" before he began to cut north, Tracy said.

It appears the victim had begun his descent when the fall occurred.

"He rolled and tumbled some 75 feet off several steep ledges and then fell 35 feet off the face of a cliff," Tracy said.

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